2009

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 104

City of Charlottesville

Information in this report is included in Report

02

(Albemarle County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

		City of Chanotte					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	SCL Charlottes													
20 Monticello Ave	City of Charlottesville	0.26 15000	F	98%	0%	1%	0%	1%	0%	F	0.099	F	0.717	16000	
	To: From:	Altavista Av													
20) Monticello Ave	City of Charlottesville	0.28 14000	F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.64	15000	
	To: From:	Meridian Av													
20) Monticello Ave	City of Charlottesville	0.35 9300	F	98%	0%	1%	0%	1%	0%	С	0.099	F	0.625	10000	
<u> </u>	To: From:	Avon St Monticello A	VA												
20 Avon St	City of Charlottesville	0.41 15000	F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.612	16000	
20) 711311 61	To:	Market Stree		0070	0,0		0,0	.,0	0,0	•	0.000	•	0.0.2	.0000	
Bus	From:	Market St													
20) (250) 9th St	City of Charlottesville	0.12 14000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	
Bus	To: From:	US 250 High	St												
20) (250) High St	City of Charlottesville	0.23 11000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	12000	
230) 3	To:	11th ST													
Bus	From:														
20 (250) High St	City of Charlottesville	0.21 10000	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	
Bus	To: From:	Gillespie Av	e												
20) (250) High St	City of Charlottesville	0.45 20000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	
	To:	US 250 & BUS U	IS 250												
20) (250) Long St	City of Charlottesville	0.06 37000	N	98%	0%	1%	0%	1%	0%	Ν	0.081	N	0.506	42000	
250) (250) =5119 51	To:	ECL Charlottes		0070	0,0		0,0	.,0	0,0	•	0.00.		0.000		
	From	WCL Charlottes	ville			ì									
29 (250 Monacan Trail Rd	City of Charlottesville	0.35 38000	F	97%	0%	1%	0%	2%	0%	F	NA			39000	
	То:	Bus US 29													
~	From	US 250, Bus US													
29) Emmet St	City of Charlottesville	0.37 51000	F	97%	0%	1%	0%	2%	0%	F	NA			54000	
~	105	NCL Charlottes	ville												
Bus Francisco Acro Fut	From:	US 29		000/	00/	40/	40/	00/	00/	_	0.404	_	0.570	45000	
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 14000	F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.578	15000	
Bus	To: From:	SCL Charlottes	ville												
Pontaine Ave	City of Charlottesville	0.42 13000	F	97%	0%	1%	1%	0%	0%	С	0.092	F	0.533	14000	
~	То:	Jefferson Park													
Sus	From:	Fontaine Av		070/	00/	40/	40/	00/	00/	_	0.000	_	0.04	45000	
29 Jefferson Park Ave	City of Charlottesville	0.69 14000	F	97%	0%	1%	1%	0%	0%	F	0.082	F	0.61	15000	
us	From:	Emmet St Jefferson Park	Ave			-+									
Emmet St	City of Charlottesville	0.53 14000	F	97%	0%	1%	1%	0%	0%	F	0.076	F	0.510	15000	
~	Too	Ivy Rd													
Bus	From:	*													
Emmet St	City of Charlottesville	0.55 25000	F	98%	0%	1%	1%	0%	0%	С	0.073	F	0.551	27000	
~	To:	Arlington Blv	vd												

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

			nanottesville				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	. QW
Bus	From:	Arling	gton Blvd												
29 Emmet St	City of Charlottesville	0.45 25	5000 F	98%	0%	1%	1%	0%	0%	F	0.074	F	0.564	27000	F
<u> </u>	To	Barra	acks Rd												
Bus 29 Emmet St	City of Charlottesville	0.40 32	2000 F	98%	0%	1%	1%	0%	0%	F	0.078	F	0.554	35000	F
Emmet St	To:		50 Bypass	3070	070		1 70	070	070	•	0.070	•	0.004	00000	•
Fast	From:		narlottesville												
East 64)	City of Charlottesville (Maint: 02		0000 F	89%	1%	1%	0%	9%	0%	F	NA			19000	F
••	Combined Traffic Estimates for 2 Parallel Roadway	•	1000 F	89%	1%	1%	0%	9%	0%	F	NA			38000	F
	To:		arlottesville												
Vest	From:	WCL Ch	narlottesville												
Vest 64	City of Charlottesville (Maint: 02	e) 0.20 2 1	1000 F	89%	1%	1%	0%	9%	0%	F	NA			19000	F
\smile	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 41	1000 F	89%	1%	<u>1</u> %	0%	9%	0%	F	NA			38000	F
	To:	ECL Ch	arlottesville												
~~ ~~	From:	WCL Ch	narlottesville												
250 \ (29) Monacan Trail Rd	City of Charlottesville	0.35 38	8000 F	97%	0%	1%	0%	2%	0%	F	NA			39000	F
~	To: From:	US 29,	Emmet St												
250	City of Charlottesville	0.32 2 3	3000 F	98%	0%	1%	0%	1%	0%	F	0.105	F	0.531	26000	F
	Tai	104-3431	Hydraulic Rd												
250	City of Charlottesville		3000 F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.522	48000	F
	То	Da	iry Rd												
250	City of Charlottesville		1000 A	98%	0%	1%	0%	1%	0%	С	0.1	Α	0.560	45000	Α
200)	To		Ave E Int												
250	From: City of Charlottesville		0000 F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.518	45000	F
250)	ony or ornanonosyme			3070	070		070	170	070	•	0.000	•	0.010	40000	•
~~~	City of Charletton illa		ntire Rd 6000 F	98%	0%	10/	00/	40/	00/	F	0.002	F	0.545	40000	F
250	City of Charlottesville			96%	0%	1%	0%	1%	0%	Г	0.083	Г	0.545	40000	Г
	To: From:		ark St	2221											
250	City of Charlottesville	0.32 <b>3</b> 9	9000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.531	44000	F
	To: From:		ust Ave												
Long St	City of Charlottesville	0.43 <b>37</b>	7000 F	98%	0%	1%	0%	1%	0%	F	0.081	F	0.506	42000	F
~	To- From:	Bus US 2	250 High St												
250 (20) Long St	City of Charlottesville	0.06 37	7000 N	98%	0%	1%	0%	1%	0%	Ν	0.081	Ν	0.506	42000	Ν
$\sim$	To:	ECL Ch	arlottesville												
Bus	From:		narlottesville												
250 Ivy Rd	City of Charlottesville	0.50 13	3000 F	98%	0%	1%	0%	0%	0%	F	0.080	F	0.524	14000	F
~~	To: From:	Bus US 2	29 Emmet St			$\Box$ $\vdash$									
Bus 250 University Ave	City of Charlottesville		4000 F	96%	1%	3%	0%	0%	0%	F	0.071	F	0.513	15000	F
250 Offivorsity Ave	Combined Traffic Estimates for 2 Parallel Roadway		9000 F	96%	1%	2%	0%	0%	0%	F	0.071	F	0.516	21000	F
	To:		50P, Rugby Rd	JU /0	1 /0	Z /0	U /0	U /0	U /0	r	0.073	-	0.510	21000	-

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### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

_					_		Tru	ıck			K		Dir		_
Route	Jurisdiction Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
us		ıs 1 US 250P, 1													
University Ave	City of Charlottesville 0.			96%	1%	3%	0%	0%	0%	F	0.074	F	0.517	15000	F
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 19000	) F	96%	1%	2%	0%	0%	0%	F	0.077	F	0.556	21000	F
Bus	To: From:	Chancello	r St												
University Ave	City of Charlottesville 0.	19 <b>14000</b>	F	96%	1%	3%	0%	0%	0%	F	0.074	F	0.501	15000	F
<i>~</i>	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 19000	F	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	21000	ı
110	Ton From:	C&O RR Cro	ossing			$\Box$ $\vdash$									
us 50 ∖Main St	City of Charlottesville 0.	9 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	F	0.069	F	0.507	15000	
30)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			99%	0%	1%	0%	0%	0%	F	0.074	F	0.504	21000	
	ты	Jefferson Parl													
us NA='- Ot	Prom:			000/	407		00/	00/	00/	0	0.074	_	0.574	45000	
Main St	City of Charlottesville 0.			96%	1%	3%	0%	0%	0%	С	0.074	-	0.574	15000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	McIntire 1		97%	1%	2%	0%	0%	0%	С	0.083	F	0.551	38000	
us	From:	Main St													
McIntire Rd	City of Charlottesville 0.3	22 <b>23000</b>	F	99%	0%	0%	0%	0%	0%	F	NA			25000	
ر_	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>28000</b>	F	99%	0%	1%	0%	0%	0%	F	NA			31000	
	To From:	4-3405, Bus U	S 250 Par												
us 50 McIntire Rd	City of Charlottesville 0.	)3 <b>23000</b>	N N	99%	0%	0%	0%	0%	0%	N	NA			25000	
99	Tol	Preston A													
IS .	From:									_		_			
Market St	City of Charlottesville 0.			99%	0%	0%	0%	0%	0%	F	0.084	F	0.567	11000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 17000 SR 20 9th St; A		99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	
us	From:	9th St	Avon St												_
50 20 9th St	City of Charlottesville 0.	12 <b>14000</b>	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	
$\sim$	To:	9th St													
Sus	City of Charlottesville 0.:	SR 20 9th 23 <b>11000</b>		99%	0%	0%	0%	0%	0%	_	0.088	_	0.581	12000	
50 20 High St	City of Chanottesville 0			99%	0%	0%	0%	0%	076	Г	0.000	г	0.361	12000	
us	To: From:	11th St													_
(20) High St	City of Charlottesville 0.3	21 <b>10000</b>	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	
	To: From:	Gillespie A	Ave			$\Box$									
(20) High St	City of Charlottesville 0.	45 <b>20000</b>	) F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	
50   (20) High St	To:	Long St		0070	370		O /0	0 /0	0 /0	'	0.000	•	0.000	21000	
21	From:	University.				Ī									_
us 50 Rugby Rd	City of Charlottesville 0.3		F	98%	0%	1%	0%	0%	0%	F	NA			6100	
And a v	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		) F	99%	0%	1%	0%	0%	0%	F	NA			31000	
	To	Grady Av													

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### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:		Rugby Rd													
(250) Grady Ave	City of Charlottesville	0.57	5400	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.504	5800	F
· ·	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	F	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	21000	F
	To:		Preston Ave	;												
Bus	From:		Grady Ave													
Preston Ave	City of Charlottesville	0.51	21000	F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.525	23000	F
(P)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	F	97%	1%	2%	0%	0%	0%	С	0.083	F	0.551	38000	F
Bus Bus	Tou From:		Market St													
250 (250) McIntire Rd	City of Charlottesville	0.03	23000	N	99%	0%	0%	0%	0%	0%	Ν	NA			25000	N
<u></u>	To. From:		Preston Ave	;			$\neg$ $\vdash$									
Bus (250) High St	City of Charlottesville	0.54	6800	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.585	7300	F
(290), "91, 91	Combined Traffic Estimates for 2 Parallel Roadways			F	99%	0%	1%	0%	0%	0%	F	0.032	F	0.575	18000	F
	To:		9th St													

						City of Charlotte	esville								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From													
2 Garret St	0.45	3200		97%	1%	Ridge St 2% 0%	1%	0%	С	0.088	F	0.569	3300	F	2009
(2) Suinst St	0.10	To	Ė	0.70	.,,	Avon St	. , ,	0,70			•	0.000	0000	•	
		From	:			Meadowbrook Hei	ghts Rd			1					
(3) Kenwood Lane	0.50	620	F	97%	0%	2% 0%	0%	0%	С	0.129	F	0.554	650	F	2009
0		To	c			Melbourne R	d								
		From	:			Jefferson Park	Ave			Ī					
4 Lane Rd	0.39	2000	F	88%	2%	8% 2%	1%	0%	С	0.102	F	0.585	2100	F	2009
		To	:			Lee St									
		From	:			Arlington Bly	vd .								
5 Millmont St	0.46	12000	F	99%	0%	1% 0%	0%	0%	С	0.094	F	0.623	13000	F	2009
<u> </u>		To	:			Barracks Rd									
		From	:			Meadowbrook F	Iohts								
6 Yorktown Dr	0.31	1100	F	99%	0%	1% 0%	0%	0%	F	0.131	F	0.598	1200	F	2009
		To	:			Brandywine I									
		From	:			Alderman Ro				i					
7 McCormick Rd	0.27	4800	F	89%	1%	9% 0%	0%	0%	С	0.097	F	0.567	5000	F	2009
	0.21	.000		30 /0	1 70		<b>5</b> 70	5,0			•	2.001	5550	•	_000
	0.40	From	<u></u>	000/	407	Emmet St	201	201			_	0.507	0000		0000
7 McCormick Rd	0.42	3600 _{To}	F	89%	1%	9% 0%	0%	0%	F	0.119	F	0.537	3800	F	2009
		10	<u> </u>			University Av									
O		From	<u> </u>			104-3412 Grove					_			_	
(8) Melbourne Rd	0.08	690	F	97%	0%	2% 0%	0%	0%	F	0.132	F	0.532	740	F	2009
<u> </u>		То	c			Kenwood Lar	ne								
		From	:			Bus US 29 Emm	et St								
(9) Massie Rd	0.96	6600	F	96%	0%	3% 0%	0%	0%	С	0.114	F	0.540	7000	F	2009
<u> </u>		То	:			Arlington Blv	⁄d								
		From	:			Jefferson Park	Ave								
(3400) Cleveland Ave	0.23	3300	F	98%	0%	2% 0%	0%	0%	С	0.105	F	0.572	3400	F	2009
$\cup$		To	:			Cherry Ave									
O		From	<u> </u>			Cleveland Av					_			_	
(3400) Cherry Ave	0.85	5800	F	98%	0%	2% 0%	0%	0%	С	0.099	F	0.589	6000	F	2009
		To From				Spring St									
(3400) Cherry Ave	0.68	6000	F	98%	0%	2% 0%	0%	0%	F	0.089	F	0.613	6200	F	2009
		To				Ridge St									
(3400) Cherry Ave	0.25	12000	F	98%	0%	2% 0%	0%	0%	F	0.088	F	0.570	12000	F	2009
(3400) 311311) 7113	0.20				0,0				•		•	0.0.0	.2000	•	2000
C FIELD A.	0.00	From		000/	00/	1St Street	00/	00/	_		_	0.500	40000		0000
(3400) Elliot Ave	0.28	12000	F	98%	0%	2% 0%	0%	0%	С	0.088	F	0.569	12000	F	2009
		From				Avon St									
(3400) Elliot Ave	0.39	3200	_F	98%	0%	2% 0%	0%	0%	F	0.089	F	0.579	3300	F	2009
$\overline{}$		То				Monticello A	ve								
		From	:			SCL Charlottes	ville								
(3401) Old Lynchburg Rd	0.65	4500	F	99%	0%	1% 0%	0%	0%	С	0.101	F	0.662	4600	F	2009
$\overline{}$		To	:			Jefferson Park	Ave		•						
		From	:			Ridge St									
(3402) Monticello Ave	0.49	NA								NA			NA		
		То	:			SR 20 Avon S	St								
		From	:			5th St									
(3403) Harris Rd	0.63	3400	F	98%	0%	1% 0%	0%	0%	С	0.112	F	0.601	3600	F	2009
		To	:			Jefferson Park									
		From	:			Harris Rd			•						
(3403) Jefferson Park Ave	0.27	3800	F	98%	0%	1% 0%	0%	0%	F	0.114	F	0.670	3900	F	2009
$\overline{}$		То				Old Lynchburg	Rd								
(3403) Jefferson Park Ave	0.16	8300 From	F	99%	0%	1% 0%	0%	0%	F	0.095	F	0.682	8500	F	2009
5.55	2								-		-	<b></b>		-	
Infference Deals Asia	0.20	From	<del></del>	000/	00/	Cleveland Av		00/		0.004	Г	0.624	11000	г	2000
(3403) Jefferson Park Ave	0.38	11000	F	99%	0%	1% 0%	0%	0%	С	0.094	F	0.631	11000	F	2009
		To	1			Bus US 29; Fontia	ne Ave								

						City of Ch	ianottoc	,,,,,								
Route	Length	AADT	QA	4Tire	Bus	2Axle (				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville																
$\bigcirc$	0.04	From	<u> </u>	000/	00/	Bus US 29;			201			_	0.000	7500	_	0000
Maury Ave	0.21	7000	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.608	7500	F	2009
<u> </u>		To From					ium Rd									
(3403) Alderman Rd	0.05	7500	F	95%	0%	3%	2%	0%	0%	С	0.097	F	0.503	8100	F	2009
<u> </u>		From	:				pson Rd									
(3403) Alderman Rd	0.42	10000	<u>_F</u>	95%	0%	3%	2%	0%	0%	F	0.100	F	0.577	11000	F	2009
<u> </u>		To				Bus US 2		Rd								
C Married Ot	0.40	From	<u> </u>	000/	00/		h St	00/	00/			_	0.054	<b>5000</b>	_	2000
E Market St	0.48	5700 To	F	98%	0%	1% Mea	0% de Ave	0%	0%	С	0.1	F	0.651	5800	F	2009
		From	:					10								
3405) 5th St	1.42	17000	F	98%	0%	SCL Cha	0%	0%	0%	С	0.095	F	0.612	18000	F	2009
3405) 5th St		To		0070	070		ту Ave	070	070			•	0.012	10000	•	2000
		From	:			Che	erry St									
Ridge St	0.22	15000	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.624	16000	F	2009
<u> </u>		To From				Di	ce St									
Ridge St	0.17	21000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.630	23000	F	2009
<u> </u>		To				US 250 Bus	in St	Avo								
McIntire Rd	0.64	14000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.562	15000	F	2009
3403)	0.0 .	To		0.70	070			. , 0		•		•	0.002	.0000	•	_000
McIntire Rd	0.18	19000	F	97%	0%	1%	ris St 1%	1%	0%	С	0.080	F	0.53	20000	F	2009
McIntire Rd	0.10	To	· ·	01 70	070		0 Bypass	170	070			•	0.00	20000	•	2000
		From					US 250				1					
Water St	0.32	5100	F	94%	1%	5%	0%	0%	0%	С	0.089	F	0.519	5400	F	2009
5400)		To					h St									
3406) Water St	0.32	4600	F	94%	0%	5%	0%	0%	0%	С	0.097	F	0.585	4700	F	2009
5-109		To	:				th St									
		From	:			SCL Cha	ırlottesvil	le								
Avon St	0.20	11000	F	97%	0%	2%	0%	0%	0%	С	0.097	F	0.675	12000	F	2009
		To	-			Rockl	and Ave				$\neg$ —					
3407) Avon St	0.50	13000	F	97%	0%	2%	0%	0%	0%	F	0.089	F	0.621	14000	F	2009
		To	c			Montio	cello Ave									
		From				Montio	cello Ave									
3409 Carlton Rd	0.46	7600	F	97%	0%	2%	0%	1%	0%	С	0.092	F	0.575	8100	F	2009
<u> </u>		To	:				de Ave									
Moodo Avo	0.17	9400	F	97%	0%	2%	ton Rd 0%	10/	0%	F	0.081	F	0.500	10000	F	2009
Meade Ave	0.17	9400		9176	0%			1%	0%	Г	0.061	Г	0.589	10000	Г	2009
Anna da Anna	0.40	From	<u> </u>	070/	00/		arket St	40/	00/			_	0.557	44000	_	0000
Meade Ave	0.46	10000 To	F	97%	0%	2%	0% h St E	1%	0%	F	0.082	F	0.557	11000	F	2009
		From														
3410) Jefferson Park Ave	0.57	14000	F	95%	0%	3%	met St 0%	0%	0%	С	0.081	F	0.608	15000	F	2009
3410) • • • • • • • • • • • • • • • • • • •	0.0.	To	-	0070	0,0		in St	0,0	0,0			•	0.000	.0000	•	
		From	:				ту Ave				i					
3411) Shamrock Rd	0.42	2900	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.622	3000	F	2009
$\mathcal{O}$		To	:				n Park Av									
		From				C1U	JS 250									
3412) Locust Ave	0.29	7200	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.634	7700	F	2009
$\bigcirc$		To	-			Ha	zel St									
3412) Locust Ave	0.25	7400	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.639	8000	F	2009
$\cup$		To				110	S 250				<b>—</b> —					
3412) Locust Ave	0.21	3800 From	F	99%	0%	1%	0%	0%	0%	F	0.119	F	0.703	4100	F	2009
		-											-			

					1	City of C	Charlottes	ville								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From									1					
3412) Calhoun St	0.22	3600 To	F	99%	0%	1%	0%	0%	0%	С	0.136	F	0.646	3800	F	2009
		From	:				ridan Ave lhoun St									
3412) Sheridan Ave	0.04	3500	F	99%	0%	1%	0%	0%	0%	F	0.125	F	0.66	3800	F	2009
$\smile$		To					orth Ave									
North Ave	0.30	3400	F	98%	0%	1%	ridan Ave 0%	0%	0%	С	0.119	F	0.661	3700	F	2009
		From					Park St									
Melbourne Rd	0.77	2400	G	97%	0%	2%	0%	0%	0%	С	NA			2600	G	2009
		From					rove Rd bourne Rd								-	
Grove Rd	0.31	1300	F	96%	0%	3%	1%	0%	0%	С	0.154	F	0.526	1400	F	2009
3412)		To									_					
Grove Rd	0.38	3200	F	96%	0%	2%	ncord Dr 1%	0%	0%	С	0.166	F	0.504	3300	F	2009
Grove Rd	0.30	3200		90 /6	0 /6	2 /0	1 /0	0 /0	0 /6		0.100	-	0.304	3300	-	2009
<u> </u>	0.40	From		000/	-00/		250 Bypass	00/	00/			_	0.004			
₃₄₁₂ Dairy Rd	0.40	1900	F	98%	0%	1%	0%	0%	0%	С	0.118	F	0.621	2000	F	2009
<u> </u>		10					ugby Rd									
O		From	<u> </u>				South St					_			_	
2nd Street South East	0.25	3700	F	97%	1%	1%	0%	0%	0%	С	0.091	F		4000	F	2009
<u> </u>		To	*			E	Water St									
^		From					ugby Rd									
Rugby Ave	0.52	1900	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.516	2100	F	2009
<u> </u>		To				Ros	se Hill Dr				$\neg$ —					
Rugby Ave	0.36	6500	F	98%	0%	1%	0%	0%	0%	F	0.107	F	0.676	7000	F	2009
3414) ***********************************		To	:				250 Bypass			-						
		From	:				ter Street				i					
3415) 9th St	0.28	1200	F	98%	0%	1%	0%	0%	0%	С	0.132	F	0.512	1300	F	2009
3413) 34.1 31	0.20	To	:	0070	- 0,0		S 250 High S		0,0			•	0.0.2	.000	•	_000
		From	:								1					
3416) Angus Rd	0.38	2700	F	97%	0%	1%	icky Rd 1%	0%	0%	С	0.108	F	0.558	2900	F	2009
Angus Rd	0.50	To	:	31 70	070		nmet St	070	070		0.100	'	0.550	2300	•	2003
		From									_					
3417) Stadium Rd	0.51			060/	0%	Ма 4%	aury Ave	0%	00/		0.002	_	0.504	2500	_	2000
3417) Stadium Rd	0.51	3200 _{To}	┌╴	96%	0%		0%	0%	0%	С	0.093	F	0.581	3500	F	2009
							nmet St									
Causto Ct	0.00	From	Ь	000/	-00/		2nd St	00/	00/		0.004	_		0400	_	2000
3418) South St	0.22	1900	F	99%	0%	1%	0%	0%	0%	С	0.091	F		2100	F	2009
		10	1				Vater St									
		From	Ь				arket St			_	<u> </u>	_			_	
3419 7th Street NE	0.16	1000	F_	98%	0%	1%	0%	0%	0%	С	0.101	F	0.725	1100	F	2009
<u> </u>		To	1			H	ligh St									
		From	:				ligh St									
3421) Park St	0.34	11000	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.608	12000	F	2009
$\smile$		To From				Ever	green Ave				$\neg$ —					
3421) Park St	0.34	12000	F	99%	0%	1%	0%	0%	0%	С	0.072	F	0.849	13000	F	2009
		To				T	JS 250									
9421) Park St	0.25	20000 From	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.527	21000	F	2009
Park St	0.20	<b>20000</b> To		0070	0 /0		12 North Av		J /0	•	0.000	•	0.021	2.000	•	2000
		From	:					-			<del></del>					
9th 10th Connector	0.28	12000	F	98%	0%	2%	erry Ave	0%	00/	С	0.089	F	0.650	12000	F	2009
9th 10th Connector	0.20	12000		30%	U-70	∠70	0%	U70	0%		0.069	۲	0.658	13000	Г	2009
		To From					50 Main St									
3423) 10th St	0.44	7900	F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.595	8500	F	2009
$\sim$		-				C										
		- "				Cri.	ady Ave									
(3423) 10th St	0.04	2700 From	F	98%	0%	1%	ady Ave	0%	0%	F	0.096	F		2900	F	2009

Route   Length   AADT   QA   4 Tire   Bu   Survive   Sudde   3 + Abd   1 Trail   2 T
Main St   Main
Madison Ave   0.27   3500   F   96%   1%   3%   0%   0%   0%   0%   C   0.096   F   0.569   5600   F   0.250   F
Madison Ave   0.27   3500   F   94%   0%   6%   0%   0%   0%   0%   F   0.096   F   0.593   3700   F   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   1700   17
Madison Ave   0.27   3500   F   94%   0%   6%   0%   0%   0%   F   0.096   F   0.593   3700   F   1.000   F   1.
Peston Ave   Pes
Madison Ave   0.32   220   F   94%   0%   6%   0%   0%   0%   0%   0%   0
Madison Ave   0.32   220   F   94%   0%   6%   0%   0%   0%   0%   0 0 0 0 0 0 0 0
Rose Hill Dr
Sughy Rd   0.49   5400   F   99%   0%   0%   0%   0%   0%   0%   0
Preston Ave
Preston Ave
Rose Hill Dr   0.65   7000   F   97%   1%   2%   0%   0%   0%   0%   0%   0 0 0%   0 0 0
Preston Ave
Rugby Ave
Preston Ave   0.23   14000   F   98%   0%   1%   0%   0%   0%   0%   F   0.08   F   0.518   15000   F
Madison Ave
Madison Ave   O.28   1500   F   98%   0%   1%   0%   0%   0%   0%   C   0.081   F   0.518   17000   F
Preston Ave   0.28   15000   F   98%   0%   1%   0%   0%   0%   0%   C   0.081   F   0.518   17000   F   17000   17000   F   17000   17000   17000   17000   17000   17000   17000   17000   17000
Rugby Rd  O.14 19000 F 98% 0% 1% 0% 0% 0% F 0.085 F 0.549 21000 F  Barracks Rd  4431) Rugby Rd  O.89 1900 F 98% 0% 1% 0% 0% 0% 0% F 0.125 F 0.893 2000 F  WASTER BRITISH BRITI
Rugby Rd
Rugby Rd   1900   F   98%   0%   1%   0%   0%   0%   F   0.125   F   0.893   2000   F
Rugby Rd 0.89 1900 F 98% 0% 1% 0% 0% 0% F 0.125 F 0.893 2000 F US 250    Substituting the content of the conten
Rugby Rd 0.89 1900 F 98% 0% 1% 0% 0% 0% F 0.125 F 0.893 2000 F US 250    State   Color   Color
Second Proof   Seco
Brandywine Dr   0.07   3300   N   98%   0%   1%   0%   0%   0%   N   0.124   N   0.607   3500   N
Hydraulic Rd   Hydr
Secondary   Seco
To:   Greenbrier Dr   Strandywine Dr
Second Property   Second Pro
Greenbrier Dr 0.33 3100 F 98% 0% 1% 0% 0% 0% C 0.124 F 0.603 3300 F    Tarleton Dr
Tarleton Dr
Greenbriar Dr 0.44 2900 F 98% 1% 1% 0% 0% 0% C 0.117 F 0.55 3000 F    NCL Charlottesville   Nassie Rd   S433   Arlington Blvd   0.34 8300 F 96% 0% 3% 0% 0% 0% F 0.092 F 0.66 8800 F
NCL Charlottesville   NCL Charlottesville     NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesvill
Massie Rd
Arlington Blvd 0.34 <b>8300</b> F 96% 0% 3% 0% 0% 0% F 0.092 F 0.66 8800 F
To: Emmet St
Limited
Rugby Rd
(3435) Barracks Rd 0.50 <b>17000 F</b> 99% 0% 1% 0% 0% 0% F 0.083 F 0.524 18000 F
To Emmet St
(3435) Barracks Rd 0.37 <b>19000 F</b> 99% 0% 1% 0% 0% 0% C 0.085 F 0.618 20000 F
To: WCL Charlottesville
From: US 250
Meadowbrook Heights 0.67 <b>1000 F</b> 99% 0% 1% 0% 0% C 0.134 F 0.678 1100 F
To Yorktown Dr
From: US 250
Hydraulic Rd 0.35 <b>29000 F</b> 98% 0% 1% 0% 0% C 0.088 F 0.565 31000 F
US 29 Emmett St
From: US 250 University Ave
14th St 6200 F 0.086 F 0.522 6600 F
To: Sadler St
From: Henry Ave
All 1.0:
Albemarle St 170 F NA 180 F
Albemarle St 170 F NA 180 F  Tro: Concord Ave
To: Concord Ave

					Oity of Office	mottesville							
Route	Length AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Charlottesville	From	ī			Garde	n Dr		1					
Azalea Dr	260	F			Garde	път		NA			280	F	2009
	To				Jefferson l	Park Ave							
	From				Tarleto	n Dr E							
Banburry St	220	F						0.118	F	0.544	230	F	200
	To				Tarletor								
5: 1 15 1	From	L			US 250	Bypass		٠			0.40	_	000
Birdwood Rd	<b>320</b>	F			Edge H	1311 D.4		NA			340	F	200
	From	l			Castal								
Blenheim Ave	250	F			Castai	ia st		NA			270	F	200
2.6	To				Montice	llo Ave						•	
	From				Mari	e Pl							
Brandywine Dr	340	F						NA			360	F	200
	То				Melis	sa Pl							
	From				Jefferson l	Park Ave							
Cleveland Ave	3000	G						NA			3200	G	200
	То				Hammo								
0-1	From	<u> </u>			Bellevie	w Ave					000	_	000
Coleman St	240 _{то}	F			St Coor	an Ava		NA			260	F	200
	From	l			St Georg								
Dice St	810	F			7th	St		NA			850	F	200
Dioc ot	То	· ·			6th	St		<b>–</b>			000	•	200
	From				Brandyv								
Essex Rd	380	F			Diana),	, me 21		0.147	F	0.702	410	F	200
	To				Meadowbrook	k Heights Rd							
	From				Park	St.							
Evergreen Ave	230	F						NA			250	F	200
	To				Lyons	s Ct.							
	From	L			Fendall '	Гетгасе		٠			050	_	000
Fendall Ave	240 _{то}	F			Winston	Tarraca		NA			250	F	200
	From	l											
Grove St	290	F			10th	St		NA			300	F	200
0.000 00	To	Ė			Jone	s St		<b>–</b>			000	•	200
	From				Rive			İ					
Hampton St	310	F						NA			340	F	200
	То				Nassau	Street							
	From				Barraci	ks Rd							
Hessian Rd	90	F						NA			90	F	200
	То				Blue Rie	dge Rd							
	From	<u> </u>			Blue Ri	dge Rd		_ا_				_	
Hilltop Rd	<b>260</b>	F			M44	1- D.1		NA			280	F	200
	From				Meadowb								
Holmes Ave	2000	F			North	Ave		NA			2200	F	200
Nonno Avo	<b>2000</b>	<u> </u>			Elizabe	th Ave					2200	•	200
	From	I			13th S			i					
John St	1300	F			25010			NA			1400	F	200
	То				14th S	treet							
·	From				Alderm	ıan Rd							
Kent Rd	120	F						NA			120	F	200
	То				Mino	r Rd							
	From				Greenb	rier Dr							
Kerry Lane	300	F						NA			320	F	200
	To				Hillwo	od Pl							

Route	Length AADT	QA	4Tire	Bus	Truck		QC	K	QK	Dir	AAWDT	QW	Yea
v of Charlottesville	o .				2Axle 3+Axle 1Tra	ail 2Trail		Factor		Factor			
Lee St	From <b>6600</b>	F			Jefferson Park Ave			0.083	F	0.896	6900	F	200
Lee St	To.	· -			11th St			0.063	Г	0.090	6900	Г	200
	From				Lewis Mountain Circle			i					
Lewis Mountain Rd	570	F						NA			600	F	200
	То				Cameron Lane								
	From	<u> </u>			Nassau St			]					
Linden St	2000 _{то}	F			Monticello Rd			NA			2200	F	200
	From							1					
McElroy Dr	140	F			Marion Ct			NA			150	F	200
	То				Troost Ct								
	From				Meadowbrook Ct								
Meadowbrook Heights R	540	G						NA			580	G	200
	То				Yorktown Dr								
Mondouteral	From	Ļ_			Morton Dr						200	_	000
Meadowbrook Rd	340 _{To}	F			Hilltop Rd			NA			360	F	200
	From				Wilson Ct								
Michael PI	540	F			mison et			0.161	F	0.503	570	F	200
	To				Brandywine Dr								
	From				Alderman Rd								
Minor Rd	120	F						0.146	F	0.615	130	F	200
	То				Bolling Wood Rd								
Monto Vieto Ave	From	F			Middleton Lane						400	_	200
Monte Vista Ave	380	_			Laurel St			NA T			400	F	200
	From				Elliot Ave								
Monticello Rd	2000	F			Linot Ave			NA			2200	F	200
	То				Montrose Ave								
	From				Twyman Rd								
Morris Rd	150	F						0.168	F	8.0	160	F	200
	То				Alderman Rd			<u> </u>					
Oxford Rd	300 From	F			Rugby Rd			NA			310	F	200
Oxidia Na	<b>300</b>				Welford St.						310	Г	200
	From				Avon St.								
Palantine Ave	170	F						NA			190	F	200
	To				Rialto St.								
	From				Monticello Ave								
Palatine Ave	840	F						NA			910	F	200
	10				Castalia St								
Park Rd	From <b>280</b>				Jefferson Park Ave			NA			290	F	200
Tarkina	To				Brunswick Rd						250	'	200
	From				Cutler Lane			1					
Park St	10000	G						NA			11000	G	200
	To			_	Melbourne Rd		_						
	From				Lankford Ave			_				_	
Ridge Rd	2200 _{то}	F			D-1-11-0:			NA			2400	F	200
	From	I			Barksdale St			<u> </u>					
River Ct	120	F			River Rd			NA			130	F	200
NIVOI OL	1 <b>20</b>				Dead End			7			130	'	200
	From							Ī					
River Vista Ave	210	F						NA			220	F	200
River Vista Ave					St Clair Ave  Coleman St			NA			220	F	

					,										
Length A	ADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
		_				Vine St				<b>—</b>			750	_	200
Rives St 6	1	Г			м	idland St				INA			750	Г	200
										1					
		F			Saint	George A	ve			NΑ			200	F	200
	<b>ZOU</b> To:	<u>'</u>			S	mith St							230	'	200
	From:														
	830	F			'	WINC Dt				NA			900	F	200
	To:				Nort	thwood Ci	r							·	
	From:				Bı	road Ave									
2	2700	F								NA			2900	F	2009
	To:				Mul	lberry Ave	;								
	From:				Mead	owbrook I	Rd								
	160	F								0.167	F	0.639	170	F	200
	To:				Blue	e Ridge Ro	1								
-	From:				Ma	ason Lane									
	60	F								<u>N</u> A			60	F	200
	To:				Rı	igby Ave									
	From:				Stri	bling Ave									
;	1	F								NA			250	F	200
					Ald	lerman Rd				<u> </u>			050	_	000
		F			Г.	' D -1				NA			650	F	200
					Cot	tage Lane				NA.			390	_	200
,	To:	Г			Ro	sser I ane				INA			300	Г	200
	From									<u>L</u>					
		F			Ros	se Hill Dr				NA			220	F	200
	-10	•								11/7			220		200
		From:  690  To:  From:  280  To:  From:  2700  To:  From:  160  To:  From:  240  To:  From:  510  From:  360	From:    From:	From:    From:	From:    10	Length   AADT   QA   4Tire   Bus   2Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle  From: Saint George A  280 F  To: Smith St  From: Saint George A  280 F  To: Smith St  Wine St  830 F  To: Mulberry Ave  2700 F  To: Mulberry Ave  160 F  To: Blue Ridge Ro  Mason Lane  60 F  To: Sunset Ave  240 F  To: Sunset Ave  160 F  To: From: Alderman Rd  160 F  To: From: Rosser Lane  160 F  To: Rosser Lane  160 F  To: Rosser Lane	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail	Continue	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   GR   Factor	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus